

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4022. 號九十月五年六十七百八千一英

HONGKONG, FRIDAY, MAY 19, 1876.

日六廿月四年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTCH, 121, Holborn Hill, E.C. BATES, HENRY & CO., 4, Old Jewry, E.C. SAMUEL DRACON & CO., 160 & 162, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SHEWAN, TOMES & CO., Amoy, Swatow, Canton, Hongkong, Shanghai, Hankow, Tientsin, Peking, and other ports. LAY, CRAWFORD & CO., and KILBY & CO., Macao, L. A. DA GAMA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 FRANCES. 8,200,000 RESERVE FUND, 20,000,000 FRANCES. 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON BRANCH.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.

Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 DOLLARS. RESERVE FUND, 100,000 DOLLARS.

COURT OF DIRECTORS.

Chairman.—E. R. BELLIS, Esq.

Deputy Chairman.—AD. ANDER, Esq.

J. F. CORDES, Esq. S. W. POMEROY, Esq. H. HOPKINS, Esq. F. D. SARROON, Esq. A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, James GRIGG, Esq. Manager.

Shanghai, EYEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, February 17, 1876.

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

WILLIAM FREDERICK MATTHEWS.

Price: \$8.

Shanghai, KILBY & CO. Hongkong, "CHINA MAIL" OFFICE.

Notices of Firms.

NOTICE. WE have authorized Mr. HUGO LUBBERZ to sign our Firm at Focchow per procurator.

SIEMSEN & Co. Hongkong, May 15, 1876.

NOTICE. I have this day authorized Mr. J. V. SHAW to sign my name per procurator.

A. MACG. HEATON. Hongkong, January 1, 1876.

NOTICE. THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS. E. C. RAY.

Bank Buildings, Hongkong, February 3, 1876.

NOTICE. WE have Established branches of our Firm at Haiphong and Hankow. Mr. L. CONSTANTIN is authorized to sign by procurator in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

NOTICE. THE Interest and Responsibility of Mr. J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & Co.

MEYER, ALABOR & Co. Hongkong, April 28, 1876.

NOTICE. THE Undersigned has been appointed SURVEYOR to LLOYD'S REGISTER at this Port.

R. H. CAIRNS. 1, Club Chambers, Hongkong, April 20, 1876.

NOTICE. SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliant and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafors.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanzer" Sewing Machines.

Agents for Hongkong.

SAYLE & Co., VICTORIA EXCHANGE, Queen's Road & Stanley Street.

JUST RECEIVED PER S.S. AMAZONE.

GRUYERE and Goudal OHEESE, and CAVIARE.

Nine Lyon and Bologna SAUSAGES.

French APPLES and LEMONS.

NOUGAT from Montelimart.

French GEESE assorted, extra fine.

CHERRIES, APRICOTS, PRUNES, PEARS, and FIGS in SYRUP.

CHOCOLAT MENIER & SUCHART.

French and German Preserved VEGETABLES.

Copenhagen BUTTER extra fine.

SALAD OIL, 1st quality.

French CIGARETTES assorted.

BENDICHT W. & Co., D'Aguilar Street.

Hongkong, May 15, 1876.

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.

FROM the Twentieth of May and until further notice, the Daily Courier will leave Amoy for Focchow at 1.30 p.m., instead of at the time previously notified.

CARL CHR. BOJENSEN, Acting Superintendent.

Hongkong, May 18, 1876.

Intimations.

THE MEDICAL HALL.

37, Queen's Road, Hongkong.

ESTABLISHED 1863.

TH. KOFFER, Proprietor.

Hongkong, April 28, 1876.

Intimations.

CHS. J. GAUPP & Co.

WATCHMAKERS & JEWELLERS, 38, Queen's Road, NAUTICAL INSTRUMENTS, CHRONOMETERS, &c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876.

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Hongkong, April 28, 1876.

Intimations.

WANTED.

A GOOD BOILERMAKER or FOURTH ENGINEER for the Steamer Macgregor. Apply, with testimonials, to the Chief Engineer on Board.

Hongkong, May 16, 1876.

Intimations.

FURNITURE WAREHOUSE.

A H KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zeland Street, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris; where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely furnishing a Gentleman's Residence.

Also, CHINESE and JAPANESE CURIOS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.

Hongkong, May 11, 1876.

Intimations.

S. S. ORESTES.

A COPY of the above Steamer's Protest has been Received by the Undersigned and now lies at their Office for inspection by those interested.

BUTTERFIELD & SWIRE.

Hongkong, May 15, 1876.

Intimations.

NOTICE.

P. & O. S. N. COMPANY.

Hongkong, May 8, 1876.

Intimations.

THE "HINDOSTAN,"

leaving here with the Mails of the 20th May, and subsequent Mail Steamers, until further notice, will proceed direct to Southampton.

A. MOLVER, Superintendent.

Hongkong, May 8, 1876.

Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE,"

Captain BALFOUR, will be despatched as above on SATURDAY, the 20th Instant, at Noon.

For Freight or Passage

For Sale.

NOTICE

TUDOR COMPANY.

ON and after this Date, the Retail Price of our NATURAL ICE will be ONE CENT per Pound.

JOHN F. HORGAN,
Agent.

Tudor Ice House,
Hongkong, May 4, 1876.

To-day's Advertisements.

FOR SAIGON.

The Departure of the Steamship "PARDO" is postponed until SATURDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to
AH YON.
Hongkong, May 19, 1876. my20

FOR SHANGHAI.

The Steamship "LOTUS," Capt. Gray, will leave this for the above Port on SATURDAY, the 20th Instant, at 5 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SOHNS & Co.,
Agents.
Hongkong, May 19, 1876. my20

FOR SWATOW AND AMOY.

The Steamship "EMERALDA," Captain Thebaud, will be despatched as above on or about TUESDAY, the 23rd Instant.

For Freight or Passage, apply to
A. MACG. HEATON.
Hongkong, May 19, 1876. my23

FOR LONDON.

The A 1 British Clipper Ship "COMMISSARY," Captain Hunter, will load for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 19, 1876.

FOR SAN FRANCISCO.

The A 1 American barque "WEALTHY PENDERTON," Capt. BLANCHARD, will load for the above Port, and will be despatched on or before the 10th June.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 19, 1876. je10

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Acting Agent.

Ex Hoogly, March 10, 1876.
R M No. 29, One case Merchandise, Y & L.

Ex S. S. Sindh, April 7, 1876.
105 (diamond) 60 bags Ginger, from Galle.

Ex S. S. Melkong, April 19, 1876.
10 (diamond) 4 cases Merchandise, from London.

Ex Ava, May 2, 1876.
C F P 106 bags Gum, from Bombay.

Ex Amazon, May 14, 1876.
C A W \$320/21—2 cases Amber.

H N m/a 5, Merchandise.
P G 4, Wine.

P Y 5, Sundries.
A D 9, Sundries.

Brand & Co., 4, Wax.
Hongkong, May 19, 1876.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the VICTORIA RECREATION CLUB will be held in the GYMNASIUM on TUESDAY Next, the 23rd Instant, at Half-past Five o'clock p.m.

By Order,
EDWARD BEART,
Secretary.

Hongkong, May 19, 1876. my23

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALMA, German barque, Capt. Lehmeier, Melchers & Co.

LIZIE, British barque, Captain John Incey, Broadbent, Anthony & Co.

TARSA, German brig, Capt. Kaemena, Melchers & Co.

ORAGO, British barque, Capt. Snadden, J. H. Rogers, German barque, Captain Maiten, Wm. Pustau & Co.

MALGABIA, British ship, Capt. Owens, Vogel, Hagedorn & Co.

HOPE, British barque, Captain Boulton, Gibb, Livingston & Co.

COMET, American ship, Captain William M. Bray.

WILLIAM MANSON, British barque, Capt. G. King, Adamson, Bell & Co.

JOYMA, German 6-m. schooner, Captain H. Schierloh, Eduard Schellhase & Co.

BELVED WIL, British ship, Captain J. Benthwaite.

WOLAN, German barque, Capt. Meyer, Wm. Pustau & Co.

VIRBAZ, British barque, Captain John Parkhouse.

RUBICON, British barque, Capt. Tinnem, Arnold, Karberg & Co.

ZOKOYA, British barque, Captain Geo. Scarlett, Gilman & Co.

TATSON, British ship, Captain James Clark.

JOACHIM CHRISTIAN, German barque, Captain H. C. Reimer, Wm. Pustau & Co.

Gewo, British steamer, Captain J. Gergall, Jardine, Matheson & Co.

To-day's Advertisements.

NOTICE.

WITH a view to the Immediate Reduction of the Large and Valuable STOCK OF JEWELLERY, WATCHES, and CLOCKS, SILVER and ELECTRO-PLATED WARE, NAUTICAL INSTRUMENTS, MUSICAL BOXES, &c., &c., &c., OF THE LATE

Mr. G. B. FALCONER,

the Administratrix to the Estate has resolved that it shall be placed at the disposal of Purchasers at Prices CONSIDERABLY UNDER THE ORIGINAL COST.

The Stock, which is well known to be the Largest and most Complete in the East, or out of London, has been all selected from London and other Manufacturers of the highest eminence for quality, exquisite finish, and artistic designs, so that probably no such opportunity can present itself again to buyers of selecting from a Stock so Magnificent with such inducements.

The Stock will be open for Inspection at the Greatly Reduced Prices on and after MONDAY, the 22nd Instant.

G. FALCONER & Co.

Queen's Road, Hongkong,

May 19, 1876. je2

SHIPPING.

ARRIVALS.

May 18, *Penado*, British steamer, 652, J. Cain, Saigon May 14, Rice.—MELCHERS & Co.

May 19, *Tartar*, from Whampoa.

May 19, *Marie Heydorn II*, from Whampoa.

May 19, *Yantio*, U. S. gun-vessel, from Canton.

May 19, *Norna*, British steamer, 606, Walker, Swatow May 18, General.—Kwoz ACHONG.

DEPARTURES.

May 18, *Madagascar*, for Bangkok.

19, *Killarney*, for Saigon.

19, *Vidal*, for Bangkok.

19, *Fano*, for Nicolaieff.

19, *Ningpo*, for Shanghai.

19, *Fuyew*, for Shanghai.

19, *Bracmar Castle*, for Foochow.

CLEARED.

Duna, for Saigon.

Jersaloon, for Takao.

Victor, for Tientsin.

PASSENGERS.

ARRIVED.

Per *Penado*, from Saigon, 5 Chinese.

Per *Norna*, from Swatow, 100 Chinese.

DEPARTED.

Per *Ningpo*, for Shanghai, Mr Geo. A. Helms.

Per *Fuyew*, 210 Chinese.

TO DEPART.

Per *Hindostan*, for Singapore, Capt. Harvey and Mr H. Crawford.

For Southampton, Commodore Parish, Mr John Lock, Mr and Mrs Greig and infant, Capt. Board and servant, Mrs Hurst, Mrs Wignall and child, Messrs J. Rawlinson, G. W. Mair, A. Miller, Pittman, R. N., Dr. L. Kesteven, Mrs Hodges, Mrs Beveridge and child, Miss Innocent, Mrs and Miss Williamson, Mrs Dyer, Mrs Bourne, 4 children and native servant, 1 Sergeant R. A., 1 woman R. A., 1 Corporal and 3 Privates 28th Regt.

SHIPPING REPORTS.

The British steamer *Penado* reports: Had light S.E. winds and fine weather throughout the passage.

CARGOES.

Per *Hindostan*, for London, 33,916 boxes and 60 half-chests Tea, 130 bales Raw Silk, 5 boxes Silk Piece Goods, 30 bales Waste Silk, 10 bales Pongee, and 532 bales Wool. For Continent, 70 bales Raw Silk.

Per British ship *Nhalmar*, for San Francisco, sailed May 14—26,037 bags Rice each 50 lbs., 250 bags Sugar each 1 picul, 310 bags Beans each 50 lbs., 281 boxes Samahoo, 380 boxes Soy, 1,415 boxes Oil, 95 boxes Tobacco, 153 boxes Flour, 12 boxes Fungus, 66 boxes Vermicelli, 30 boxes Medicines, 26 boxes Lard, 221 bales Paper, 80 boxes Preserved Ginger, 28 bundles Rattans, 229 blocks Granite, 24 rolls Matting, 182 pkgs. Fire Crackers, 244 boxes Tea (Souchong) lbs. 4,880, and 2,964 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE.

For SINGAPORE, QUEENSLAND, SYDNEY, TASMANIA AND MELBOURNE.

Per *BRISBANE*, at noon, on Saturday, the 20th Inst.

For HONOLULU.

Per *ALDEN BESSE*, at 1.50 p.m. on Saturday, the 20th Inst.

For SINGAPORE, PENANG & CALCUTTA.

Per Indian Mail Packets *PANGUIN* and *ARRATON APOAR*, at 2.50 p.m. on Saturday, the 20th Inst.

For YOKOHAMA AND NAGASAKI.

Per *SUMATRA*, at 3.30 p.m., on Saturday, the 20th Inst.

For SHANGHAI.

Per *LOTUS*, at 4.30 p.m. To-morrow, the 20th Inst.

For HAIFONG.

Per Schooner *LOUISA*, at 6 p.m. To-morrow, the 20th Inst.

For BANGKOK.

Per *FIEN*, at 5 p.m. To-morrow, the 20th Inst.

For SAIGON.

Per *PARDO*, at 6 p.m. To-morrow, the 20th Inst.

Per *JAVA*, at 4.30 on Monday, the 22nd Inst.

For SWATOW, AMOY & FOOCHEW.

Per *YESSO*, at 9 a.m., on Sunday, the 21st Inst.

For BANGKOK.

Per *KJOBBENBYN*, at 3.30 p.m., on Wednesday, the 24th Inst.

POST OFFICE NOTIFICATIONS.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *HINDOS-TA*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 20th Inst.

The following will be the hours of closing the Mails, &c.:—

Friday, May 19,—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, May 20,—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra Postage until

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 8, 1876. my20

MAILS BY THE FRENCH PACKET.

The French Contract Packet *ATA* will be despatched on SATURDAY, the 27th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 26th Instant.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 27th Instant.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 13, 1876. my27

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *OSANTO* will be despatched on THURSDAY, the 1st June, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

9 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c. can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U. S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents.)

The following are the charges on Correspondence thus sent:—

Per half ounce.

Hongkong U. S. Stamps.

cents. cents.

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence, Antigua, Bermuda, Bogota, Carthagena, Costa Rica, Cuba, Curacao, Fiji, Greenland, Jamaica, New Granada, Nicaragua, Panama, West Indies, &c., &c., &c.

Hawaii, Newfoundland, Guatemala, Mexico, Salvador, Venezuela, &c., &c., &c.

Belize, Greytown, Guiana, Honduras, Martinique, Santa Martha, Turk's Island, &c., &c., &c.

Brasil, Ecuador, Chili, Peru, Bolivia, Confederation, Buenos Ayres, Paraguay, Uruguay, &c., &c., &c.

Newspapers (not over 4 c) 2

Books &c. per 4 oz. 10

An art. inc. found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be detained.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 13, 1876. je1

General Memoranda.

SUNDAY, May 21.—

10 a.m.—*Yess* leaves for Swatow, Amoy and Foochow.

MONDAY, May 22.—

9 p.m.—Meeting of Victoria Lodge.

William Manson leaves for Foochow (direct).

TUESDAY, May 23.—

Noon.—Tenders received at the Spanish Consulate for the construction of boilers.

5.30 p.m.—Meeting of the Victoria Recreation Club at Gymnasium.

Emeralda leaves for Swatow and Amoy on or about this date.

THURSDAY, May 25.—

Antwerp leaves for London on or about this date.

Goods per *Sumatra* undelivered after this date subject to rent.

FRIDAY, May 26.—

Noon.—General Weekly Sale by Messrs Lano, Crawford & Co.

TUESDAY, June 1.—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Oceanic* leaves for Yokohama and San Francisco.

TUESDAY, June 16.—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Brisbane* leaves for Singapore, Brisbane, Sydney and Melbourne.

Goods per *Amazon* undelivered after Noon, subject to rent and landing charges.

3 p.m.—*Penguin* leaves for Singapore, Penang and Calcutta.

3 p.m.—*Arratoon Apor* leaves for Singapore, Penang and Calcutta.

4 p.m.—*Sumatra* leaves for Yokohama and Nagasaki.

4 p.m.—*Pardo* leaves for Saigon.

5 p.m.—*Lotus* leaves for Shanghai.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the *China Mail* has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour.

Facilities which have recently been placed within the reach of Captain and Officers of Ships have resulted in a material increase to the Subscription List of the *Mail* amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to

GEO. MURRAY BAIN,

China Mail Office.

The publication of this issue commenced at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, MAY 19, 1876.

THE *Japan Gazette* calls attention to the want of quarantine regulations at Yokohama. There is, says our contemporary, nothing to prevent a ship laden with plague-stricken people disembarking the whole of her passengers, with their pest-infected effects on the wharves. The *Colorado*, from Hongkong, with some nine hundred Chinese passengers, arrived at the port on Monday, and as three of her passengers were landed and taken to the General Hospital, suffering from small-pox, it is pretty certain that that disease was prevalent on board. There was, however, no health officer to go off and inspect her, and no regulation compelling her to declare any contagious disease that might be among her passengers. Fortunately for ourselves, and also perhaps for Yokohama, we have quarantine regulations at this Port, but that does not make us less appreciate the grievance of the *Gazette*. The advisability of having such regulations is so obvious that it is a matter of surprise that Japan, which has been so ready to adopt Western practices and institutions, has not ere this brought into use the simple and not very expensive arrangements in vogue at all European ports for preventing the importation of infectious diseases into the country. The providing of quarantine arrangements is a duty that a nation owes not only to itself, but to other countries with which she has commercial relations, and we have some cause to grumble that steps are not taken at the Japan ports to see that no infectious diseases exist

Answer: No, except with reference to the boilers and their examination. I have given them verbal instructions that whenever there is anything the matter with the engines or boilers, they are to report to me at once.

Magistrate: Did you ever tell them with regard to their personal examination of the boilers and engines in order to ascertain their actual state?

A: I don't think it necessary.

Magistrate: Why don't you think it necessary?

A: Because they have been so long in the Company's service.

Magistrate: What were the defendants' duties in regard to the boilers and engines?

A: The chief engineer had charge of the engines and boilers, and supervised them generally. The second engineer had particular attention of the boilers—he had to take particular care of them.

Magistrate: How did you know his duties were confined to the boilers, in that he had particular care of them?

A: That is from his position of second engineer. On Sundays when the steamer was not worked, the second engineer had personally to examine the boilers, and the chief engineer the engines.

Magistrate: Now, I want to have a full comprehension of this matter. Is it the universal rule for second engineers to have charge of the boilers in all other steamers?

A: Yes.

Magistrate: Is this the usual routine?

A: Yes, it is the usual routine with all steamers where there are two engineers.

Magistrate: This is a sort of division of labour.

A: Yes, Sir.

Magistrate: Now, do you know this division of labour was carried out in the *Kinshan*?

A: Yes, Sir.

Mr May: Can you tell me that any report had been made to you?

A: No, not exactly a report. I frequently went on board and had conversations with each of them about the state of the engines and boilers. I have daily been either on board or at the wharf at the time of the steamer's departure.

Magistrate: Now, can you tell me what reports they have made to you about the boilers?

A: No special reports have been made to me, but I may qualify my answer by saying that Mr Lang only resumed duty on the afternoon of the 7th April.

Magistrate: During his absence, who was in charge?

A: Mr Harold, the second engineer.

Magistrate: That is the 2nd defendant; whom did you have as 2nd engineer?

A: We had one or two. There was one named Nembert.

Magistrate: Who was the first one?

A: I don't recollect.

Magistrate: Who was the last one?

A: Mr Nembert.

Magistrate: Where is Mr Nembert just now?

A: He is the Chief Engineer of the *Powan*, running between Hongkong and Macao just now.

Mr May: He is not here just now.

A: No, the *Powan* had left yesterday morning for Macao. She will be in this afternoon.

Copy of written instructions here put in.

Continued: I know that patches had been put on the boilers of the *Kinshan* in several places, especially in the super-heaters, also new staples.

Magistrate: Would a patch have been put on without a report to you?

A: Yes.

Magistrate: How was it managed if no report was made to you?

A: Men employed by the Company would go on board and do what was required by the engineers.

Magistrate: By men employed by the Company, I suppose you mean specific men of the Company, i.e., men employed by the Novelty Iron Works?

A: The Novelty Iron Works did use to do the work, but I refused to do any more, and the Company are now employing the Whampoa Dock Company.

After the men had examined the work, I would give an order for its execution. This of course happens in some cases only.

Magistrate: Now, you saw the plate taken off the super-heater of the *Kinshan*?

A: No, I saw it after it was taken off. I saw there was a fracture in the plate.

Magistrate: Then you don't know directly how that a piece of it was broken?

A: Probably, a piece was cut off in order to straighten the plate.

Inspector Grimes said he and a Juryman broke the plate now in Court.

Witness: There was a patch immediately below the fracture—about six inches below. That patch had been since taken off in order to reach the rivets. I have no recollection when the patch was put on, but I can tell you why it was put on. I don't even recollect that it was reported to me before it was put on. The reason why the patch was put on is because the steam had cut away the iron by the two laps of the plate. The action of the steam acted more particularly on the plate in Court.

Magistrate: Before you had made an examination of the plate, had you any knowledge of the plate?

A: No, not that particular plate.

Magistrate: Now from your examination of it since, would you have allowed it to remain there?

A: No, Sir, or I should have reduced the pressure of steam.

Magistrate: Have you got any general regulation with regard to pressure?

A: Not to carry more than 25 lbs. to the square inch.

Mr May: To whom did you give that direction?

A: To Mr Harold, the second defendant, in the absence of the first defendant.

Magistrate: Do you know why you fixed that pressure?

A: Because it was not necessary to carry more.

Magistrate: Looking at the plate now, do you think it safe to carry a pressure of 25 lbs?

A: I don't think it was safe to carry 25 lbs.

Magistrate: Now, whose duty was it to have discovered the plate in that state?

A: The second engineer ought to have discovered it. I mean he ought to have reported to the chief engineer, who would have made an examination himself, and would have reported to me if he thought a report was necessary.

Magistrate: Have you got a record of the work done for the steamers?

A: No, Sir. The chief engineer kept an account of the work done, and he signed the bills.

Magistrate: When the first defendant took charge again on the 7th April, do you

know that he made any personal examination of the engines and boilers?

A: Yes; he made an examination on the Sunday following.

Magistrate: How do you know that?

A: From a general conversation.

Magistrate: Did he tell you there was anything the matter with them?

A: No, so far as I can recollect. He told me that he had made an examination, so far as practicable for the time he had, and that he had no fault to find with them.

Magistrate: Now, what do you mean by "for the time he had"?

A: Well, the steamer arrived on a Saturday afternoon and the boilers had to be blown out, and the next day they would be sufficiently cooled down for an examination, and they had to be filled in again for work on Monday. This would only give a few hours for examination from about 10 a.m. till 4 p.m. These examinations were carried on regularly every Sunday.

I believe, from the condition of the plate, that 15 lbs. of steam could have been safely carried. The printed regulations have been furnished to the officers of the Company's steamers. In former days they were posted up in frames. I suppose these regulations had been seen by the defendants, because they used to be posted up in the *Kinshan*. I don't know if they are there now. I don't know if the defendants knew the regulations personally. Probably the copy might have been given to the Captain. I wish to state that I should have considered it safe to have worked the engines with 15 lbs. steam for a few days until I could have put on a bolt patch, and then it would have been safe to carry 25 lbs. I should like to say that when the last patch was put on, the thickness of the plate at the fracture could not have been discovered. I am of opinion that deterioration set in very fast at this particular spot, and the plate was very speedily worn away.

The steamer's register was put in.

By Mr Breton: I am an engineer by profession. The patch was put on because there was a leakage in the laps of two plates. I think it was not put on because there was any thinness or weakness of the plates.

Leakages of this kind often occur in super-heaters—there is more wasting away in the laps of super-heaters. The centre of the plates might be of the proper thickness while there was a weakness in the laps. The patch in question had been put on, I should think, five or six months ago. It ordinarily happens that sound boilers require to be patched like in this instance. This is especially so in boilers such as those in the *Kinshan*. The bursting was caused by the pressure of steam.

Mr Breton: You have heard Mr Robb's evidence in which he said that plates might have latent defects, while the fibres of other portions of the plate were strong. Do you concur with him?

A: Yes, I do. I say so from my own experience. If the iron is loose or flaky, deterioration proceeds with greater rapidity. When a defect takes place in a plate or a portion of a plate, deterioration progresses much more speedily. Increase of pressure of steam would also help to increase rapidly in deterioration. I do not agree with Mr Robb on that point. Looking at the sound part of the plate and fractured part, I am of opinion that there was an inherent defect in the plate. There were two inches of the plate of its original thickness, and the one-third eaten away. The bursting of the plate arose from the pressure of steam. The 2nd engineer on board a steamer like the *Kinshan* is supposed to be as nearly skilful as the chief engineer. In the present case, the second engineer was as skilful as the chief engineer, having performed the duties of the chief engineer in his absence for eight months. During Mr Robb's absence, it was not particularly the business of Mr Harold to inspect the boilers, although I knew he did. It was the business of the then second engineer. I had discharged one engineer because he did not inspect the boilers properly. There were two super-heaters to the *Kinshan*. The only time for inspecting the boilers was the few hours every Sunday during which the boilers were cooled down. This was because our steamers worked every day. It would be impossible with the limited time at disposal to apply the test Mr Robb spoke of. It would be impossible to do so on one Sunday. The tests could have been postponed from Sunday to Sunday—the examination could have been continued from Sunday to Sunday. In the merchant service the usual test is by sounding the boilers with a hammer; sometimes holes are bored. If hydraulic pressure is applied, it is done by Government inspectors. The rules of the Royal Navy do not apply to the merchant service. The boiler of which the plate formed a part had been in use for about thirty-six months. It was constructed at the Novelty Iron Works. The thickness varied from 3/8ths of an inch to half an inch. It was a soundly constructed boiler. Such a boiler, with occasional repairs and partial renewals, ought to last about ten years. The boilers of the Company have, as a rule, lasted on an average that number of years. With neglect, a pair of boilers may be worn out in four years. With regard to the plate in Court, a great deal could depend upon the judgment of the engineer inspecting it as to its being sufficiently sound or not. One man sounding it might consider it safe for a certain period, while another might say "I will put a patch on there next Sunday." The boilers were surveyed by Mr Green two or three months ago for purposes of insurance. He certified that they were fit and sound for insurance. It is the rule in the *Kinshan*, and in other steamers where only two engineers are employed, for the engineers to take watch and watch. I understood from the 1st defendant that he was in charge at the time of the explosion. The engineer on duty watches the pressure of steam. The hand of the 1st defendant was sealed by the explosion. I have not known that there has not been any accident of this kind on board the *Kinshan* since 1855. The first defendant has been Chief Engineer in her all this time. I have always considered him a skilful and particularly careful engineer; I consider the 2nd defendant, an excellent man in the performance of his duties. I have never had occasion to find fault with him, nor with the 1st defendant. The case was then adjourned till Monday next (22nd) at 4 p.m. for further evidence.

China.

NINGPO.

Yesterday a cavalcade passed through the settlement. On enquiry I found it was the wife of the Tao-tai, with her retinue just arrived from Chin-kiang. The female attendants were all large footed, so I suppose they are Tartars.

In the afternoon the steamer *Ocean*, of *Ocean-Fishing* collision case celebrity, arrived from Penang via Amoy. Her cargo of rattans and mangrove bark is consigned to Messrs. C. T. Wong & Co., a Singapore firm at this port. It is quite an unusual occurrence to have such a large steamer with the whole of her cargo consigned to this port.

The members of the Ningpo Cricket Club held a meeting in the Book Club on Saturday evening. Play will commence at an early date, that is, so soon as sufficient members can be got together.

There has been a slight disturbance at Feng-wha, where the American Baptists have a Mission Station. The Rev. H. Jenkins is in charge of it. It happened that during a thunderstorm a short time back, the Mission-house was struck by lightning. Immediately the evilly disposed spread a report that the god of thunder had killed the foreign devil. So crowds collected round the house demanding to see the dead "devil." When it was found that the Chinese could not be kept out, he opened the gates and admitted them. They went all over the building, and when their curiosity was satisfied, they made way for another crowd. At the end of the third day, Mr. Jenkins ventured forth to show the people that he was still in the land of the living. A few stones were thrown at him, but he was not hurt, and the excitement gradually subsided, and now all is quiet.

On Friday evening, the Rev. J. Bates, of the Missionary Society, will deliver a lecture in the Book Club.

The *Fai-po* left here with a number of man cages, yesterday. She has been sent to bring some pirates to Ningpo. I am unable to discover where the pirates have been captured, or how many of them there are, who are to be executed.

At this season there are a great number of snakes about, and severely a few passes, but some are seen in the river. Some residents captured two large ones, a few days ago on the city wall, and several others were seen during the same afternoon.

—Shanghai Courier Correspondent.

May 4th, 1876.

Yesterday afternoon a young man of the tender age of fifty made a hole in the water. It appears that he and his brother had disputed about the division of some property, and as the two could not agree on the subject, one of them settled the matter by committing suicide and thus leaving all claim to the bone of contention. It is said that at first he deliberately walked into the river, about 2 p.m. yesterday; but while still within his depth he appears to have changed his mind, for at low water his foot-marks showed that he had walked towards the dry ground. However, he went back again and was soon in deep water, and before anyone could come to his assistance he sank. One of his shoes was discovered in the mud. Up to this morning the body had not been recovered. The dead man's relatives and friends have been doing all they have been taught to do for the benefit of his spirit. At one spot on the river a large wooden washing basin was moored; in this was placed burning joss-sticks, in order to facilitate the spirit's departure to the other world. At another spot on the bank of the river some mock sycee was burnt. This was for the spirit's use in its new abode.

I mentioned in my last that a considerable amount of festivity and rejoicing was going on in the city. Last evening two women who were taking part in the above, had their clothing torn off them by a mob, and their earnings and ornaments were looted, and before anyone could come to their assistance he sank. One of his shoes was discovered in the mud. Up to this morning the body had not been recovered. The dead man's relatives and friends have been doing all they have been taught to do for the benefit of his spirit. At one spot on the river a large wooden washing basin was moored; in this was placed burning joss-sticks, in order to facilitate the spirit's departure to the other world. At another spot on the bank of the river some mock sycee was burnt. This was for the spirit's use in its new abode.

Half a dozen foreigners engaged as many *jinrikishas*, with twice the number of coolies, at Shiratzika, to convey them from that place to Yokohama, a distance of about 20 miles, promising to pay them a lump sum of \$17 for the journey. On arriving here the foreigners refused to fulfil their part of the compact, saying that the charge was too great. The poor coolies went to the Police Station to complain of the treatment to which they had been subjected, and an officer was sent to the foreigners to try to persuade them to pay. After a long discussion the fares paid \$12, but refused to give any more. If this be true, as there is little reason to doubt, our information being from the highest authority, these same six foreigners ought to be ashamed of themselves.

On the arrival of the steamer *Gaio* this morning (May 6th) at 3 o'clock the vessel was boarded by Constables White and Hodges of the British Consulate, and Sergt. Loxton and a Police Constable, acting upon a warrant issued by H. M. Court of Kanagawa to search for, and if found to apprehend, Assistant Paymaster Cannon, of Her Majesty's Ship *Vigilant*, who just previous to the *Gaio's* departure from Hongkong had deserted his ship. Captain Kidley at once ordered an officer to attend the police officers in their search through the vessel. Provided with lanterns they instituted a minute inquiry but without any good result, and at 6.30, having been thoroughly all through the vessel's compartments, and store-rooms, and having inspected every available space, they gave up their search and returned to the shore, thoroughly satisfied that the absconder was not on board that vessel.

It is interesting to observe that the space allotted to Japan in the Philadelphia Exposition is exceeded by that of only five foreign countries. These are Great Britain and her dependencies; France and colonies; the German Empire, Austria and Hungary; and Sweden. Great Britain has more than double the amount given to any other nation—namely 100,000 square feet altogether. France comes next, with 45,000. Germany follows with 27,000, and Austria with 24,000. Sweden comes last, with 16,000. Nineteen countries are contained in 1,400 square feet. Next is the Sandwich Islands, with 1,600. Russia and Spain have each about 11,000. China has 5,500. Little Belgium and Holland come well forward with 16,000 each. A few dispositions have yet to be made, but they are all of inferior nations.

The space reserved for the United States is 187,700 square feet, which, under the circumstances, certainly cannot be considered a selfish or disproportionate allotment.

NAGASAKI.

1st May, 1876.

As a sign of the depression of trade and times in general in this place, the settlement can no longer afford street-lights, consequently the posts have been demoted of their lamps, and excepting when there is moon enough we have to grope about in dismal darkness. For some purposes no doubt, such as burglary, assassinations, and the like pastimes, pitch black nights are convenient, but as a general rule lights are preferable. In contrast to the European settlement the Chinese in Senchi still continue to beg, buy, borrow or steal, sufficient oil to still light up their quarter. But as no highway robberies have taken place, nor houses been broken into, no great harm has been done. By the time somebody gets murdered in the streets, and someone else finds his house entered, and lost some valuable, the desirability of arriving at some understanding on this point will come about. There is no doubt that were the settlement apportioned off as is the case, nominally, in Shanghai, into different nationalities, each would look after its own without difficulty.

The stone flooring of the new Government Dock undertaking here is now being laid. Like most other engineering works in Japan it is progressing very slowly. The Dock is to be completed and opened, it is said, in about three years more—or say any time in 1879. But there does not seem to be any hurry at all in this being strictly carried out, and probably it may be put off till two or three years later.

H. M. S. *Nyctalia* is away at the Goto Islands, surveying, and the *Swinger* is doing "tender" duty between Nagasaki and the coast.

The Russian Corvette *Bayan* carrying Admiral's flag is here, also the *Vostok*. The *Godomak* and the *Vladimir* both left here on the 29th (morning). During their stay there was much saluting for some days between these vessels and the Japanese battery. I am afraid the roofs of the houses are none the better for it; and it is certain that the side walls in the settlement, had at any time, become more sea-saw-y; notwithstanding portions of them are taken up and relied once a month.

The weather has been very wild of late with occasional showers. At times the sea has come out strong, but with the exception of a few solar and straw hats, no warm weather clothing has shown yet. Cannists are coming out strong this season in new boats, and those amateurs who do not mind paddling in a second rate boat will have the pick of a good many.—Japan Gazette Correspondent.

IN H.B.M.'S PROVINCIAL COURT, YOKOHAMA.

Before RUSSELL ROBERTSON, Esq., Consul-General, May 6th, 1876.

A. MITCHELL (Trading as Curlew & Co.) vs. G. REYNOLDS, Master of the steamship *Flintshire*.

Judgment in this case was rendered today as follows:—

By the Bill-of-Lading the Master acknowledges to have received four cases of wine in good order and condition, and agrees to deliver them in like good order and condition subject to the usual exceptions.

It has been proved and indeed it is not disputed that only two of the cases have been landed in good order, that one of the remaining two was landed empty and the other landed in staves.

Unless therefore the Master show that the loss is included in one of the exceptions of the Bill-of-Lading, he is liable to pay to the Plaintiffs the value of the goods.

The only exception relied upon for the defence is that the loss was occasioned by the Act of God, and a protest made by the Master, mate and carpenter of the vessel has been handed in to show that after the vessel left Singapore she encountered heavy weather, and on the 26th March was struck by a tremendous sea which caused her to lurch over and which shifted the cargo in the main hold. The engines were stopped in order to get cargo right again. The statements in this protest can only be taken as admissions against the Master, but even admitting the statements as to their occurrence to be evidence there appears to be nothing in the fact stated to release the Master from his liability.

His vessel is struck by what is called in the protest "a tremendous sea" and the cargo shifts.

Now it is to be observed that this sea which causes the cargo to shift does not seem to have done any other damage whatsoever. It appears, moreover, to have been the first rough weather that the vessel encountered after leaving Singapore.

The inference which I draw from these facts, in the absence of any evidence as to the proper storage, for the general declaration in the protest that she was properly stowed is not evidence, is that the vessel was not properly stowed at Singapore.

The evidence of Mr. Scott that the vessel was properly stowed when she arrived here does not affect this, as it is admitted on the part of the Master that the vessel was restowed at sea.

It appears then, that the Master has not made out his defence that the damage was caused by the Act of God, and judgment must be given for Plaintiff. The amount of the damages is what the goods were worth to the Plaintiff on the day the goods ought to have been delivered.

The Plaintiff's evidence is that the market value of the wine is \$240, and that this market value has not been disputed by the Defendant.

Judgment will therefore be for the Plaintiff for \$240, and costs which I assess at ten dollars.—Japan Gazette.

COMMERCIAL.

Hongkong, May 19.

The languid state of the market for Bengal Opium, last noticed, has been succeeded by a fairly active enquiry during the closing fortnight. The lateness in the arrival of the direct steamers gave a firmer tone to the market for the time; but subsequently, with the receipt of a very full supply of New Patna, the rate for the drug, however, gave way, and, with the willingness evinced by the holders to realise, it gradually declined. As the current rate of exchange favors realizations, and the Indian packets being more despatched, the drug has been more freely offered to the close, causing the rate to drop to the present point of \$59 1/2. The rate for Old Patna has ruled with but little variation, and as the drug is still preferred at the Coast Ports holders of it are firm at the present quotation of \$59 1/2.

The rate for both kinds of Benares has but slightly fluctuated. The call from the Coast Ports being more for Old, and the receipt of a moderate supply of New by the steamers of the month; have tended, so far, to keep the rates for both at the present point of \$59 1/2.

The receipts for the month, thus far, aggregate 2,716 chests, against 3,221 chests to the corresponding date last year. During the fortnight some 700 chests have been taken by the local importers, against 450 chests at the corresponding fortnight last year. This, with the exportations, leave a stock computed at 2,500 chests, against 1,850 chests same time last year. Of this last quantity 550 chests were Benares, of which kind the present stock consists of 400 chests.

Messrs. HEINEMANN & Co.'s Freight Circular, for the Mail of Saturday, 20th May, says:—

Since last Report was issued a fair amount of business has been transacted both in Home and Coasting Chartered, and there still a moderate demand, but rates generally are unaltered.

Home-wards, the settlements for London have been principally for Sugar, and more mango is still required, but as a fair number of ships are available and about due, rates are unchanged. Freight from the Philippines are firm, and there is some enquiry for suitable vessels to land there. The charters for San Francisco are understood to have been on very low terms, about \$3 gold per ton.

Coastwise, a moderate business has been done at low rates, but demand at present is very slack. The settlements for Saigon were transacted early in the fortnight, and lately enquiry for steamers has quite fallen off, rates being nominally 17 to 18 cents. Small sailing vessels are wanted for Bangkok, but steamers are not in request. For the Northern ports it is difficult to get offers except at very low rates.

The market has opened for small vessels to load at Foochow for the Colonies, but freights are low and demand at present limited.

The British bark *William Manson*, 866 tons, proceeds to Foochow to load for the Colonies under charter effected there.

The disengaged tonnage in port amounts to 31 vessels, registering 17,725 tons.

The following are the settlements:—

British bark *British Crown*, 448 tons, hence to London, private.

British bark *Hope*, 454 tons, hence to London, private.

British bark *Ottercoppe*, 582 tons, hence to London, private.

German bark *J. H. Jensen*, 275 tons, hence to London, \$2 5s. per ton, 25 days.

British bark *Hastings*, 541 tons, thence to Channel for orders to discharge in a Port in the United Kingdom, \$3 2s. 6d. per ton, 30 days.

British ship *Belted Will*, 512 tons, Manila to New York, private.

American ship *Comet*, 1157 tons, to San Francisco, private.

American ship *Annie Fish*, 1495 tons, to San Francisco, private.

German bark *Iphigenia*, 464 tons, to Calao, private.

British sch. *Lochiel*, 216 tons, Foochow to Sydney, Melbourne, or Adelaide, private.

German sch. *Brigitte*, 250 tons, Foochow to Sydney, Melbourne, or Adelaide, private.

German bark *Cap Horn*, 401 tons, Whampoa to Tientsin (Timber), \$3 7/8 in full, 30 days.

British bark *Lizis*, 285 tons, Whampoa to Tientsin, \$2 1/2 in full, 24 days.

German bark *Tartar*, 256 tons, Whampoa to Tientsin and back to Hongkong via Newchwang, \$4 cents per picul, 32 days.

Dan. bark *Polga*, 316 tons, to Singapore (Amoor River), \$2 800 in full, 30 days.

Dan. bark *Fano*, 337 tons, to Nicola's (Amoor River), \$2 800 in full, 30 days.

Dan. bark *Jylland*, 367 tons, Newchwang to Hongkong, 25 cents per picul, 30 days.

British bark *Scotia*, 321 tons, Newchwang to Hongkong, 25 cents per picul, 18 days.

British bark *Corinne*, 395 tons, Keelung to Hongkong, \$2 per ton of 20 cwt., 21 days.

British bark *Miss Kilmansegg*, 229 tons, Keelung to Hongkong, \$2 per ton of 20 cwt., 10 days.

British sch

